

Approved For Release 2000/08/23 : CIA-RDP67B00820R000300120071-2

DATE 2000Z 11 JUNE 65

SECRET

1	MR	9
2	"	10
3	DR	11
4	DEA	12
5	CU	13
6	DRH	14
7	CD	15
8	CB	16

TO : DIRECTOR

FROM : 25X1A

ACTION:

INFO :

ROUTINE

IN 92556

TOR: 2132Z 14 JUNE 65 25X1A

OSA 1-20 E

TO

0484

IDEALIST

1. ARTICLE 349 WAS FLOWN ON 9 JUNE WITH INSTRUMENTED ENGINE 610399 AND FUEL CONTROL 22277.
2. A NORMAL CLIMB WAS MADE TO PLUS 20.5 WITH A 1045 FUEL LOAD.
3. PILOT REPORTED THAT TAIL PIPE TYPE OF VIBRATION WAS NOTED IN THE [REDACTED] IT DISAPPEARED COMPLETELY WHEN POWER WAS ADDED. HOWEVER, AT 630 DEGREES C. CRUISE CLIMBING THRU THE REMAINDER OF THE FLIGHT AN UNUSUAL 4 TO 5 CPS VIBRATION WAS NOTED. THIS VIBRATION WAS FELT IN THE RUDDER PEDALS, YOKE AND SEAT. IT WAS CONSIDERED UNACCEPTABLE BY THE PILOT.
4. PRELIMINARY ANALYSIS OF THE INSTRUMENTATION SHOWS SOME 4-6 CYCLES PER SECOND ACTIVITY AT THE INLET DUCT, ENGINE AND ON THE PT2 TRACE. THE TAIL PIPE VIBRATION TRACE DOES NOT REFLECT THIS FREQUENCY BUT INDICATES THAT THE TAIL PIPE FREQUENCY IS MORE ON THE ORDER OF 2-3 CYCLES PER SECOND. THE INSTRUMENTATION INDICATES THAT ALL VIBRATIONS ARE NOT FIXED BUT ARE RANDOM IN NATURE. THE SOURCE OF 4-5 CPS IS UNKNOWN AT THIS TIME.

END OF MSG

SECRET

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION